

CITY MANAGER'S WEEKLY REPORT

raleighnc.gov



CITY OF
Raleigh
MANAGER'S
OFFICE

Issue 2018-06 (rev.)

February 9, 2018

INFORMATION:

Work Sessions Next Week - Monday, February 12 and Tuesday, February 13 - 4:00 P.M.

Reminder that Council has two scheduled work sessions next week.

Monday's work session will consist of a continued discussion of the City Attorney search process. **Monday's work session** will be held in the **Conference Room 305**.

The Tuesday work session is the regularly scheduled monthly second Tuesday session. **Tuesday's work session** will also be held in **Conference Room 305**.

The agenda for each work session was posted to the electronic agenda management system yesterday.

NCDOT Public Transportation Statewide Strategic Plan Summit

Staff Resource: Eric Lamb, Transportation, 996-2161, eric.lamb@raleighnc.gov

The North Carolina Department of Transportation, Public Transportation Division, is hosting a statewide Strategic Plan Summit on March 21 from 1-4 P.M. at the Raleigh Convention Center. The purpose of this event is to provide an overview of the new statewide strategic transit plan, which has been in development for the past year. This plan is intended to help public transit systems keep pace with growth through improved partnerships and recommendations for strategic transit investments that build upon the success of existing state transit systems.

This event is oriented to elected officials, appointed officials, and professional staff. For information on registering, please visit <https://www.regonline.com/thesummitpublictransportationdivisionstrategicplan>.

For more information about the plan, please visit <https://www.ncdot.gov/nctransit/strategicplan/>.

(No attachment)

Annual Urban Design Conferences

Staff Resource: Dhanya Sandeep, City Planning, 996-2659, dhanya.sandeep@raleighnc.gov

The North Carolina State University College of Design is again hosting two design-related conferences in partnership with the City.

The **15th Annual Urban Design Conference** will be held **Thursday, March 15 at the Raleigh Marriott City Center** from **8 A.M. to 4:30 P.M.** The theme is “Urban Disruption and the Equity Challenge.” American cities are challenged balancing growth and development with creating equity for all citizens, including the most vulnerable communities. Mid - to late twentieth century practices of urban renewal, highway construction, and regulatory policies tore apart minority and low-income communities. This legacy of disruption lives on in many cities today. The conference will examine this legacy and explore ways the design community is engaging with these issues across the country through design, development and policy. For more information, visit <https://design.ncsu.edu/urban/>

The **11th Annual Growing IN Place Symposium**, presented by the College’s Natural Learning Initiative, will be held **Friday, March 16 at NC Museum of Natural Sciences Nature Research Center** from **9 A.M. to 4:30 P.M.** The symposium is focused on engaging children and families in urban ecosystems through biophilic design, green/blue infrastructure design, and managing urban habitats to ensure culturally equitable nature experiences. It is framed for public/private sector practitioners, landscape architects, architects, planners, parks and recreation professionals, educators, citizen activists, and elected officials. This year’s event is titled “Greening Urban Childhood by Design.” For more information visit <https://naturalearning.org/growing-place-2018>

Complimentary registration for both conferences is available to City Council members. To register for one or both events, use this [Urban Design Forum Registration](#); please do not use the registration links on the conference websites.

Please register by **Friday, February 23**. Reserved spots not used by City Council members or County Commissioners will be offered to staff. We look forward to seeing you at these events in March.

(No attachment)

2018 Summer Camp Online Registration

Staff Resource: Scott Payne, Parks, 996-4825, scott.payne@raleighnc.gov

In September 2017 Council authorized execution of a contract for a new Recreation and Event Management System (REMS) to replace the current software, CLASS, originally purchased in 1994. The new REMS would also support the needs of the Office of Emergency Management and Special Events for administration of events. Since November 2017, the project team consisting of staff from IT, Parks, Finance and Special Events) have been working diligently with the selected vendor towards a phased implementation of the new software.

On January 5 the project team determined the first implementation deadline for summer camp online registration would not be met. To accommodate customer registration needs for 2018 summer camps with the existing CLASS online system, Parks staff will stagger online registration - by camp location- from March 5 through March 8. The staggered registration schedule will be mailed to citizens who received a summer camp brochure; emailed through GovDelivery to 2017 Summer Camp registrants and to PRCR News and Events subscribers; posted to web resources; posted at all park sites and locations as well as shared via social media outlets. In addition, the staggered registration schedule materials will also include important tips for citizens regarding online registration via Reclink. Staff will be manning a help desk each day during the staggered registration period to assist citizens as needed.

(No attachment)

Urban Agriculture Proposal - Environmental Advisory Board

Staff Resource: Megan Anderson, Office of Sustainability, 996-4658, megan.anderson@raleighnc.gov

The Environmental Advisory Board (EAB) was appointed by City Council in 2006 to advise on matters related to environmental stewardship; staff with the Office of Sustainability supports the operations of the EAB. Urban Agriculture has been included in the work plan for the EAB for the last three years. The Board continues to support this work through a mini-grant program that supports community gardens, urban agriculture, and pollinator habitat projects in the community; as well as with an annual Urban Agriculture educational event. At the EAB's November 9, 2017 meeting, as part of the 2030 Comprehensive Plan public comment period, the EAB reviewed and recommended changes to a number of plan Actions and Policies, including recommending the addition of an Action for the City to develop an Urban Agriculture Plan.

The EAB approved a board initiated proposal to request staffing and budgetary support during the board's October 12, 2017 meeting. Included with the *Weekly Report* packet is a letter from the EAB requesting that Council consider development an Urban Agriculture Plan and Program during the upcoming budget development process for Fiscal Year 2018-19.

Based on other work priorities of the Office of Sustainability and ongoing related work in the Strategic Plan, staff will not be submitting a budget request for program funding.

Attachment

Annual Street Resurfacing - Bicycle Lane Markings

Staff Resource: Trung Vo, Transportation, 996-2476, trung.vo@raleighnc.gov

The City routinely updates and revises pavement markings on City-maintained streets as part of the annual resurfacing program. Staff recently completed a public engagement process for 16 streets recommended for bicycle markings to be added as part of resurfacing projects in 2018. This public engagement process followed the provisions of BikeRaleigh Plan, adopted in 2016, recently described in *Update No. 2018-02* (January 12). Public engagement strategies included notification letters to property owners, residents, and tenants; seven public meetings across the City; an online survey; and promotion via an [online webpage](#) and social media.

Staff received comments from over 40 citizens and 2 organizations via the following methods:

- 2 phone calls
- 5 emails
- 17 comments from attendees of one of the seven public meetings, and
- 30 online survey submittals.

In general, most comments indicated supported for the proposed bicycle markings; detailed comments are provided with the *Weekly Report* packet. Streets receiving positive comments include Crabtree Boulevard, Glen Eden Drive (B), and St. Albans Drive. Glen Eden Drive (A) received the most positive comments (14) but also the most negative comments (7). The proposed pavement marking plan for Glen Eden Drive (A) – developed in response to feedback from the public and the Bicycle & Pedestrian Advisory Commission (BPAC) – proposes to restrict parking on the north side of the street and would provide continuous bike lanes on both sides of the street. Three Glen Eden Drive (A) residents support the proposed pavement marking plan, while six oppose it. Comments in support of reconfiguring Glen Eden Drive (A) include:

- Fix the turning radius for motorists on Ridge Road turning right onto Glen Eden Drive.
- Reduce motorist speeds.
- Consider buffered bike lanes.
- Don't install bike lanes in only one direction to preserve on-street parking.
- The existing configuration is confusing for motorists.
- On-street parking is not well-utilized.

Comments against reconfiguring Glen Eden Drive (A) include:

- Restricting parking on one side will require some to cross the street, which is too dangerous.
- On-street parking is regularly utilized by visitors and service workers and is a necessity for weekly meetings and special events.
- There are too few people using the existing bike lanes.
- Parking restrictions would lower property values.

Over the next two weeks staff will revise the pavement marking plans based on public feedback, speed and volume data, crash statistics, and traffic capacity analyses in coordination with GoRaleigh and staff with the Parking division of the Transportation department. Staff will make the revised pavement marking plans available online and present them to the BPAC at the commission's annual retreat February 23. Staff anticipates the BPAC will report on the plan during an upcoming City Council meeting. The annual resurfacing program is scheduled to begin in April and finish in October.

(Attachments)

Information to Support Falls of Neuse Work Session - Signal Timing

Staff resource: Jed Niffenegger, Transportation, 996-4039, jed.niffenegger@raleighnc.gov

In *Update No. 2018-05* (February 2), staff provided a summary of reported crashes along Falls of Neuse Road. This information was requested by Council Member Cox in advance of the February 13 [work session](#) with regard to two planned projects on the Falls of Neuse corridor. Information regarding the signal timing on Falls of Neuse was also requested, specifically the section between the I-540 interchange and the intersection with Capital Boulevard.

The City operates a signal system which runs hundreds of "time of day" timing plans. These plans are developed for sections of corridors that have pronounced movements to increase efficiencies. In addition to the timing plans, sensors such as induction loops allow further adjustments to the "fixed times" allotted to certain phases to further enhance efficiency. For the section in question, there are 15 signalized intersections which are divided into 2 coordinated signal timing zones. The *Falls of Neuse Rd North Zone* is timed from the I-540 Eastbound Ramp/Thorpshire Drive intersection to the Old Falls of Neuse Road/Wide River Drive intersection just south of the Neuse River. The second zone, *Falls of Neuse Rd (Wakefield) Zone* was recently created and goes from Spruce Tree Way up to Capital Boulevard.

The *Falls of Neuse North Zone* consists of 10 signalized intersections/crosswalks:

- Falls of Neuse Road/I-540 Eastbound Ramps/Thorpshire Drive
- Falls of Neuse Road/I-540 Westbound Ramps/Falls Valley Drive
- Falls of Neuse Road /Litchford Road

- Falls of Neuse Road /Morrocroft Drive
- Falls of Neuse Road /Durant Road
- Falls of Neuse Road /Raven Ridge Road
- Falls of Neuse Road /Pedestrian Crosswalk near Kings Grant Drive
- Falls of Neuse Road /Dunn Road
- Falls of Neuse Road /Pedestrian Crosswalk near Falls Lake Visitor Center
- Falls of Neuse Road /Old Falls of Neuse Road/Wide River Drive

The *Falls of Neuse North Zone* has 4 coordinated signal timing plans for **weekday** operations during 5 different times of day:

- Plan 3/1/1 – AM Peak (6:30 AM – 9:15 AM) with a 220/110 second cycle length
- Plan 1/2/1 – AM Off Peak (9:15 AM – 11:15 AM) with a 110 second cycle length
- Plan 1/3/1 – PM Off Peak (11:15 AM – 3:30 PM) with a 120 second cycle length
- Plan 1/4/1 – PM Peak (3:30 PM – 7:00 PM) with a 170 second cycle length
- Plan 1/3/1 – Late PM Off Peak (7:00 PM – 9:30 PM) with a 120 second cycle length
- Free Run operation is in effect from 9:30 PM – 6:30 AM

The *Falls of Neuse North Zone* has 2 coordinated signal timing plans for **weekend** operations:

- Plan 1/2/1 – Saturday (9:00 AM – 12:00 PM) with a 110 second cycle length
- Plan 1/3/1 – Saturday (12:00 PM – 7:00 PM) with a 120 second cycle length
- Plan 1/2/1 – Saturday (7:00 PM – 8:00 PM) with a 110 second cycle length
- Plan 1/2/1 – Sunday (9:00 AM – 8:00 PM) with a 110 second cycle length
- Free Run operation is in effect from 8:00 PM – 9:00 AM

The *Falls of Neuse (Wakefield) Zone* consists of 5 signalized intersections:

- Falls of Neuse Road/Spruce Tree Way (new signal temporarily in flash mode)
- Falls of Neuse Road/Wakefield Pines Drive
- Falls of Neuse Road /Common Oaks Drive
- Falls of Neuse Road /Forest Pines Drive
- US 1 (Capital Boulevard)/Falls of Neuse Road /US 1A (currently not in coordination)

The *Falls of Neuse (Wakefield) Zone* has 2 coordinated signal timing plans for **weekday** operations:

- Plan 1/2/1 – AM/Midday (7:00 AM – 4:00 PM) with a 120 second cycle length
- Plan 1/4/1 – PM (4:00 PM – 6:30 PM) with a 120 second cycle length
- Free Run operation (no coordination) is in effect from 6:30 PM – 7:00 AM weekdays

The *Falls of Neuse (Wakefield) Zone* has no coordinated signal timing plans for **weekend** operations:

- Free Run (no coordination) is in effect for all day Saturdays and Sundays

Timing Plan Development and Refinements

A majority of the current timing plans for the *Falls of Neuse Rd North Zone* were developed and implemented in December 2014 by a private engineering firm. City staff used closed circuit TV's (CCTVs) to monitor the corridor on a daily basis. Minor tweaks were made to the plan however larger changes were conducted as denoted below:

- December 2016, based on user input and staff observation, a new AM peak timing plan was developed for implementation in December of 2016 which increased the cycle length from 200 to 220 seconds from I-540 to Durant Road, and increased it from 100 to 110 seconds from Raven Ridge Road to Old Falls of Neuse Road/Wide River Drive. The larger cycle lengths and better progression bands appeared to improve traffic flow for most days.
- September 2017, NCDOT installed ramp metering operations at 4 interchanges along I-540 including the westbound on-ramp at Falls of Neuse Road. This operation may have improved traffic flow on I-540, but has caused additional queuing on the Falls of Neuse Road corridor that was already over-saturated. Staff have made adjustments to try and alleviate the congestion.
- January 2018, new timing plans were implemented for the *Falls of Neuse Rd (Wakefield) Zone* after the newly installed traffic signal at the Falls of Neuse Road /Common Oaks Drive intersection was taken out of flash mode. The Spruce Tree Way signal is still in flash mode but will be fully operational by late February 2018. Currently, the US 1 (Capital Boulevard)/Falls of Neuse Road /US 1A (South Main Street) signal operates in "free run" all day and therefore not coordinated with the other four signals in the timing zone. The traffic control staff will re-evaluate this intersection for coordination in the near future but will more than likely will have to use a cycle length doubled the size of the other signals.

Time Space Diagrams

Included with the *Weekly Report* packet is what are known as time-space diagram for various timing plans (AM and PM peak hours). These diagrams illustrate that most of the progression is set up and favored for traffic coming off the eastbound ramp heading north (the dark gray band). This is intended to limit traffic queuing from the ramp out onto the freeway which is a major safety concern. At the same time, this limits progression for commuters traveling up Falls of Neuse Road from the south. If Council has further questions, staff is available to assist.

(No attachments)

Weekly Digest of Special Events

Staff Resource: Derrick Remer, Special Events Office, 996-2200, derrick.remer@raleighnc.gov

Included with the *Weekly Report* packet is the special events digest for the week.

(Attachment)

Council Member Follow Up Items

General Follow Up Item

Employee Health Insurance Costs (Council Member Cox)

Staff Resource: Mary Vigue, Budget & Mgt. Services, 996-4273, mary.vigue@raleighnc.gov

Following recent media reports that Amazon, Berkshire Hathaway, and JP Morgan Chase might be pursuing the formation of an independent health care company for their employees, an inquiry was submitted requesting information about the City's healthcare costs. Included with the *Weekly Report* packet is a memorandum which outlines the employee health insurance program; additional information will be provided during an upcoming scheduled budget work session.

(Attachment)

Follow Up from the December 5 City Council Meeting

Wi Fi Service at Fire Stations and Community Centers (Council Member Mendell)

Staff Resources: Diane Sauer, Parks, 996-4815, diane.b.sauer@raleighnc.gov

Darnell Smith, Information Technology, 996-5456, darnell.smith@raleighnc.gov

Chief J. McGrath, Fire, 996-6115, john.mcgrath@raleighnc.gov

During the meeting Council requested staff to provide information on the status of wi fi internet service at Fire Stations and Community Centers. Included with the *Weekly Report* packet is a memorandum from the Fire Chief regarding internet service at the City's fire stations.

Also included is a memorandum from the Parks and Information Technology directors outlining the status of wi fi internet service at community centers, including an estimate for providing service at centers which do not currently have access. Council should note that where service is not currently provided, this is often due to a lack of necessary infrastructure such as fiber optic cable required to provide Wi Fi services.

(Attachment)

City Council Members:

The Environmental Advisory Board unanimously approved the recommendation for City Council to consider the development of an Urban Agriculture Plan at our meeting on October 12, 2017.

The EAB recommends that the City of Raleigh develop an Urban Agriculture Plan with the funding and staff resources sufficient to implement a successful program. The Plan should consider the following initiatives:

- Increase the number of community gardens in Raleigh on City and private lands;
- Establish an incubator urban farm(s) to train new urban growers in sustainable urban agriculture and business practices;
- Launch an edible landscape program to prioritize establishment of food-bearing perennial plants and pollinator habitat in neighborhoods and underutilized open spaces across the city;
- Expand and create new teaching, cultural heritage, and other specialty gardens that include youth-focused garden and farm educational projects;
- Expand local and healthy food access in all areas of the city through farmers market promotion, innovative food distribution initiatives, support for food cooperatives, and food hub partnerships;
- Prioritize urban agriculture projects that align local food benefits with City goals around affordable housing, transportation, and economic and community development;
- Create a new city position(s) dedicated to local food system and urban agriculture coordination, leadership, and expansion; and
- Encourage caterers to use produce created from local urban agriculture.

To effectively institute an Urban Agriculture Program, staff from many departments will work together on the creation of the Urban Agriculture Plan. The Plan should include stakeholder feedback from representatives of community gardens, urban farms, food and garden educators, and other local food activists, leaders and community members.

The Urban Agriculture Plan will address:

- Multiple types of urban food production,
- Education in urban food production,
- Healthy, local food access
- Marketing resources for urban growers, and local infrastructure to support a local food system.

The Plan will also consider recommendations on new policies, investments, and partnerships to achieve the goals of the Urban Agriculture Program, which could include the following topics:

- A City land inventory and land use policy/program to make vacant city-owned land available for urban agriculture uses (commercial urban farms and community gardens)
- A classification of urban agriculture types found in Raleigh and elsewhere as best practices
- A directory and resource listing of existing urban agriculture projects and organizations in Raleigh
- An analysis of current barriers and opportunities in Raleigh policy for each urban agriculture type
- Recommendations on zoning, building code, and other policy areas that should be reconsidered to support expansion of urban agriculture
- Feasibility study of dedicated City staff resources for urban agriculture and urban food policy

This City Urban Agriculture Program may require a budget, with staff position(s), and may take many forms, such as programs of the City, public-private partnerships, pilot projects, City tax and zoning incentives, grants and more.

It is anticipated that the development of the Urban Agriculture Plan would take 6 or more months, and then the implementation of the Urban Agriculture Program would follow. This request will have budgetary implications beginning with the Plan and continuing forward. This EAB Recommendation is supported by many community groups.

The board appreciates your consideration of these suggestions as you move forward with our Urban Agriculture recommendation. We respectfully request consideration of funding a plan and program implementation during the upcoming budget deliberations and inclusion in your FY19 budget. If you have any questions or require clarification of an item's intent, please let us know.

Thank you,
The Environmental Advisory Board

Anya Gordon, Chair
Rob Gelblum, Vice Chair
Beverley Clark
Larry Larson
Todd Kennedy
Justin Senkbeil
Brian Starkey
Todd Kennedy
Aranzazu Lascurain

Annual Street Resurfacing with Bicycle Markings

Public Comments by Citizen Address

Address	Comments
10 Montgomery St Apt 3	I regularly bike down Ridge Rd for exercise and filter into the adjacent neighborhood streets on my route. I avoid Glen Eden however due to the amount of traffic and lack of bicycle lanes.
1000 Glen Eden Dr	The proposed plan looks fine to me. I live on the Glen Eden (A) section.
1007 Glen Eden Dr	Traffic is heavy at the intersection and entering or leaving a driveway on this steep hill section of Glen Eden can be challenging due to the limited visibility for traffic coming over the hill, especially for the driveways on the south side of Glen Eden where the traffic is being pushed closer to the residents driveway because of the center yellow lines being moved further to the south. Speed bumps should be placed on this stretch of Glen Eden and the speed limit should be lowered.
10601 Arnold Palmer Dr	We manage the community in Brier Creek and are excited Arnold Palmer is part of the paving project for 2018. We would like to bring to your attention on the absolute need of a couple speed bumps, or raised crosswalks (golf-cart crossings) along Arnold Palmer. The general public cuts through Arnold Palmer to avoid the stop lights and busy
11212 Maplecroft Ct	Golf cart crossings - have larger golf cart crossing signs Traffic calming @ golf cart crossings - i.e. speed bumps
12504 Boone Hall Ct	The two streets in Wakefield designated for bike lanes are not AT ALL high priority. How were they chosen? Spruce Tree Way has parking on both sides as it is in-between Apartment buildings. As a cyclist NO ONE rides on this road to no where. Forest Pines already has a bike lane on one side. It is a high traffic road that is not used for riding by very many. Where we desperately need bike lanes are between Fall Dam on Old Falls, across the bridge and up
131 E Davie St Apt 303	The existing markings are not bad, except that the bike lane ends westbound at the Ridge Road intersection before the actual intersection in order to provide a motor vehicle turn lane. It would be safer for cyclists to put motor vehicles in a one-lane approach. Safer even would be a bike box at both signals. The existing markings allow for on-street parking, but it does not appear to be used. There does seem to be quite a bit of vegetative debris along
13101 Melvin Arnold Rd	I can't see how these relate to greenways. I am most interested in connecting greenways with bike paths. Especially the Shelly Lake to northern Wake greenways around Morning Dove and Honeycutt to the Neuse greenway
140 Levister Ct Apt 205	I support narrowing of travel lanes through the stretch from Ridge Rd to Glenwood Ave. Adding a bike lane through this area makes some sense. I don't have any problem w/ large single family dwellings losing parking on
140 Levister Ct Apt 205	Overall, we are pleased to see bicycle markings being incorporated into so many projects. We recommend that bicycle markings always continue to stop bars. We are glad to see buffers used whenever possible throughout these plans. When there is a bike lane between a travel lane and parking we prefer to see a buffer between the bike lane and the travel lane, which we are glad to see that practiced in these projects. As more resurfacing projects come up, we would like to see more protections for both bicyclists and pedestrians at intersections (for example, curb extensions.) We encourage continuity of bicycle facilities through intersections whenever possible. Arnold Palmer Drive: We have concerns about areas where travel lanes narrow for golf cart crossings. We

Annual Street Resurfacing with Bicycle Markings

Public Comments by Citizen Address

Address	Comments
20 Mayo St Apt A5	<p>This street [Ileagnes Rd] is pretty wide, so adding a bike lane wouldn't affect drivers too much. Sharrows would also work on this street. Additionally, this neighborhood desperately needs sidewalks and they should be added. This street [Lineberry Dr] has a lot of neighborhood traffic and would greatly benefit from added bike lanes. This street [Corporate Center Dr] already has sidewalks, which is wonderful. With the amount of local traffic both for living and NC State, bike lanes would really protect those traveling this road.</p> <p>This street [Morningside Dr] already has sidewalks on both sides, which are great and should remain. Bike lanes would greatly help people who are taking side roads instead of Blue Ridge. The bike lanes would additionally protect riders as people entering from Blue Ridge are often traveling at faster speeds.</p> <p>This road [Glen Eden Dr (B)] already has bike lanes and sidewalks on both sides, which should remain. The bike lanes are especially nice since there is even a space buffer between the bike lane and car lane. Being right next to a park is great for folks going to and from the park via foot or bike.</p> <p>In this area of Glen Eden [Glen Eden Dr (A)], there is only a bike lane and side walk on one side of the street. Adding a bike lane and sidewalk on the other side would assist with riders and walkers looking to return along the same path and help prevent people having to unsafely cross the street to access the sidewalk.</p> <p>This street [Crabtree Blvd] desperately needs both sidewalks and bike lanes. With two lanes of traffic on both sides they would need to be protected lanes or lanes with a space buffer. With so many businesses along this street, it's very difficult for people to access these establishments without a car. Adding sidewalks on both sides and bike lanes with a space buffer will welcome more customers.</p> <p>Adding a bike lane here [St Albans Dr] might not do much as there are so many lanes for different directions when approaching the light at Wake Forest. It's almost safer for a cyclist to take a lane so they don't run the risk of getting run over if trying to go straight, but cars are turning right. When heading onto St. Albans from Wake Forest, it would be great to add a bike lane on that side. When on Executive Drive, bike lanes would also help. Currently there are Sharrows and sidewalks, which at minimum should stay. This is a tricky road and turn to navigate, and typically only more experienced riders would feel comfortable navigating this area.</p>
2021 Wolftech Ln	<p>This road [Marvino Ln] is wide enough for bike lanes on both sides, and a side walk added on the side that's I'm excited to have bike lanes put on my route [Common Oaks Dr]. Looking forward to the development.</p> <p>The road here [Lineberry Dr] is very wide and would benefit from having dedicated bike lanes on it.</p> <p>This road [Common Oaks Dr] is also wide enough for two lane car traffic and bike lanes.</p>
2113 Shenandoah Rd	<p>A bicycle lane across 40 on Lake Wheeler continuing south to Tryon and North into downtown is needed as crossing 40 now on a bicycle is scary. I know this is a large task, but the eminent area of need is the bridge! Lake wheeler could really benefit from bike lanes, as it is such a wonderful ride into downtown. I know it's complicated by Dix park to the north, but the bridge over 40 is priority #1. It's scary to bike on the sidewalk over</p>
2324 Ridge Rd	<p>Width of lane at corner of Ridge Rd & Glen Eden</p> <p>Make wider - not enough turning radius. Very difficult to get out or come into driveway - make it at least 18'</p> <p>Bike lanes to be against curb. Not enough car side parking on street & very low volume of bike users going along Glen Eden. Most traffic is along Ridge Rd</p>
2621 Springhill Ave	<p>Carolina Pines is great connector for communities in the area to access bike lanes inside the Beltline on Lake Wheeler as well as Wilmington at the other end. The narrowness is prohibitive for cycling and walking, could we</p>
2812 Clerkenwell Way	<p>Looks like it will be nice. It's very important for our neighborhood to be connected, eventually, to Lake Wheeler Road & Trailwood Dr so that we can fully enjoy the improvement of the local parks and other local developments.</p>

Annual Street Resurfacing with Bicycle Markings

Public Comments by Citizen Address

Address	Comments
2812 Wycliff Rd	<p>Great addition, can we restripe Brier Club with it [Arnold Palmer Dr]</p> <p>Good project to connect to future lanes [Arco Corporate Dr], please approach private street owner to offer striping to link all way to Lumley</p> <p>Both Marvinino and Country Trail will provide great links to Lumley/Westgate/ Ebenezer Ch lanes to connect to Brier Creek and Umstead</p> <p>Please consider buffered bike lanes [on Glen Eden Dr (A)]</p> <p>Please keep buffered bike lanes [on Glen Eden Dr (B)]</p> <p>Good project [Morningside Dr] to link to planned Blue Ridge improvements. Do not allow parking in bike lane (signage important around pool)</p> <p>Good project [Corporate Center Dr], plenty of capacity</p> <p>Thumbs up, please make Ileagnes street connection soon</p> <p>Great project [Crabtree Blvd] bc alternative route when greenway out (liek it is presently)</p>
3700 Arbor Dr	<p>I'm a full-time bike commuter in Raleigh and in general I've been happy with the effort to use the resurfacing as way to reconfigure traffic for safety. I'm most in favor of sharrows. Unless the bike lane is sufficiently wide to encourage motorist to obey the speed limit and cars aren't allowed to park in them I don't find bike lanes actually increase safety for cyclists. There are often too many obstacles in them to use and weaving and out of the lane is much more dangerous than simply following the standard law for slow moving traffic. The biggest problem I see with bike lanes is that it gives motorists the illusion that, as long as they stay within their lines, everyone will be</p>
3704 Cliff Haven Dr	<p>Any chance to get a traffic circle installed at Common Oaks and Forest Pines? Tough sight lines and heavy traffic. Plus I'd really like to see people closer to the 35 mph vs the 50 I've seen because its so wide.</p>
4504 Pitt St	<p>St Albans has terrible shoulders all the way from Wake Forest to New Hope Church Road. To make cycling safer,</p>
5021 Huntingdon Dr	<p>This is a great addition. Adding bike lanes or a path along Chapel Hill Rd would be an awesome way to access Umstead via Edwards Mill or Corporate Center/Trinity Rd for all of the neighborhoods and NCSU that can be</p>
503 Vick Ave	<p>Concern with no parking [on north side] of street - time restrictions?</p> <p>[No parking would] lower property values</p> <p>Glen Eden too wide to safely cross</p> <p>Now less left turn traffic space without blocking traffic</p> <p>Put money in leaf trucks - not bike lanes</p> <p>Align traffic lights at Ridge Road/Glen Eden; put in left turn signal on Glen Eden</p> <p>Too much concern with bikes</p> <p>Require reflective clothing after dark</p>

Annual Street Resurfacing with Bicycle Markings

Public Comments by Citizen Address

Address	Comments
5215 Coronado Dr	<p>Would love to see protected lanes here [Glen Eden Dr (B)]. Plastic dividers would be nice.</p> <p>I really don't like the "bike lanes only going uphill" to preserve parking space [on Glen Eden Dr (A)]. Discontinuous lanes are not as confidence inspiring. Could we consider a 2-way bike path protected by on-street parking? protected lane seems appropriate here [Crabtree Blvd]? At least on the eastern half.</p> <p>Time for Raleigh to start getting serious about intersection treatments for bikes. This [St Albans Dr] is going to be right across from one of the biggest mixed-use infill projects in our city's history. How about some bike-centric intersection treatments. A bike box would be sweet, or at least a through lane with the green paint. This is a crucial junction for cyclists trying to cross the Horrible Falls of Neuse, and if nothing is done, all the auto turning lanes and high-speed huge radius corners will negate any effort put into simple unprotected bike lanes.</p> <p>In general, I urge the city to incorporate as many protected lanes as possible. Intersection treatment is also important, I hear from my interested-but-concerned friends that a bike lane does not inspire them to get out and ride if it simply disappears at a complicated and intimidating intersection. That's where we need the most help! Please consider bicycle-friendly intersection treatments. Its about time for Raleigh to get a bike box.</p> <p>Please don't duplicate prior efforts where the bike lane stops and starts and switches sides of the roads to preserve as much parking as possible. Either mark the entire corridor for bikes or don't - disjointed facilities are confusing, and send the message that the city prioritizes private storage of property in public spaces over cyclist safety. With the advent of ebikes, we can no longer assume that bikes going uphill will be going slowly.</p>
600 Glen Eden Dr	<p>Also please don't create any more bike lanes in the door zone of parking lanes. Put the bike lane between the I do not want restricted parking on the north side of Glen Eden from Glenwood Ave. to Ridge Road. Many persons have multiple cars that require parking on Glen Eden Drive. It is dangerous to have multiple people crossing the street to get to their cars. There are many family members, visitors, repairmen, yardmen, utility vehicles, maids, etc. that park on our street. Church circles, meetings, parties, graduations, weddings, and other special events require parking on the street. Please do not take away our current rights. I moved to this neighborhood 26 years ago because it did not have Association restrictions, and I do not want restrictions added now. I pay many taxes a year for the privilege of living in this neighborhood.</p> <p>Please keep parking on BOTH sides of Glen Eden Drive.</p>
606 Glen Eden Dr	<p>Existing Safety Hazard:</p> <p>The current Glen Eden Drive markings create a dangerous situation. From the Glen Eden Drive/Ridge Road intersection the lane heading east on Glen Eden is TOO NARROW. When large trucks or trucks with trailers heading north on Ridge Road turn right onto Glen Eden Drive, they do not fit into the narrow lane and come into Glen Eden Dr could use a re-surface but we don't want any more bicycle lanes. Keep parking as current on GED. One bike lane already there is enough and is NOT WELL USED. One lane if you MUST have one, but not 2. Parking</p>
704 Glen Eden Dr	<p>My residence is located at 704 Glen Eden Drive. I am in FULL SUPPORT of restricting parking along the North and South sides of Glen Eden Drive. Glen Eden is an active bicycle route and the bicycle lanes should be located up against the curb line and not 3' off of the curb , as current located. They should be marked similar to what is shown on Ridge Road. During the day and weekends, there is very little parking along the street anyway, so it should not be much of a difference or change to the street. Bob Brooks 704 Glen Eden Drive.</p> <p>I am fully in SUPPORT of restricting parking along the North side of the street and the re-marking of the bicycle lane after re-surfacing. From the plans attached to the city's website, I cannot tell if the proposed bike line will be marked in its current location or if it will be moved over against the curb line. I would suggest the current location of the bike lane is not the best location, as the outside lane striping is a few feet off of the curb line, which pushes</p>

Annual Street Resurfacing with Bicycle Markings

Public Comments by Citizen Address

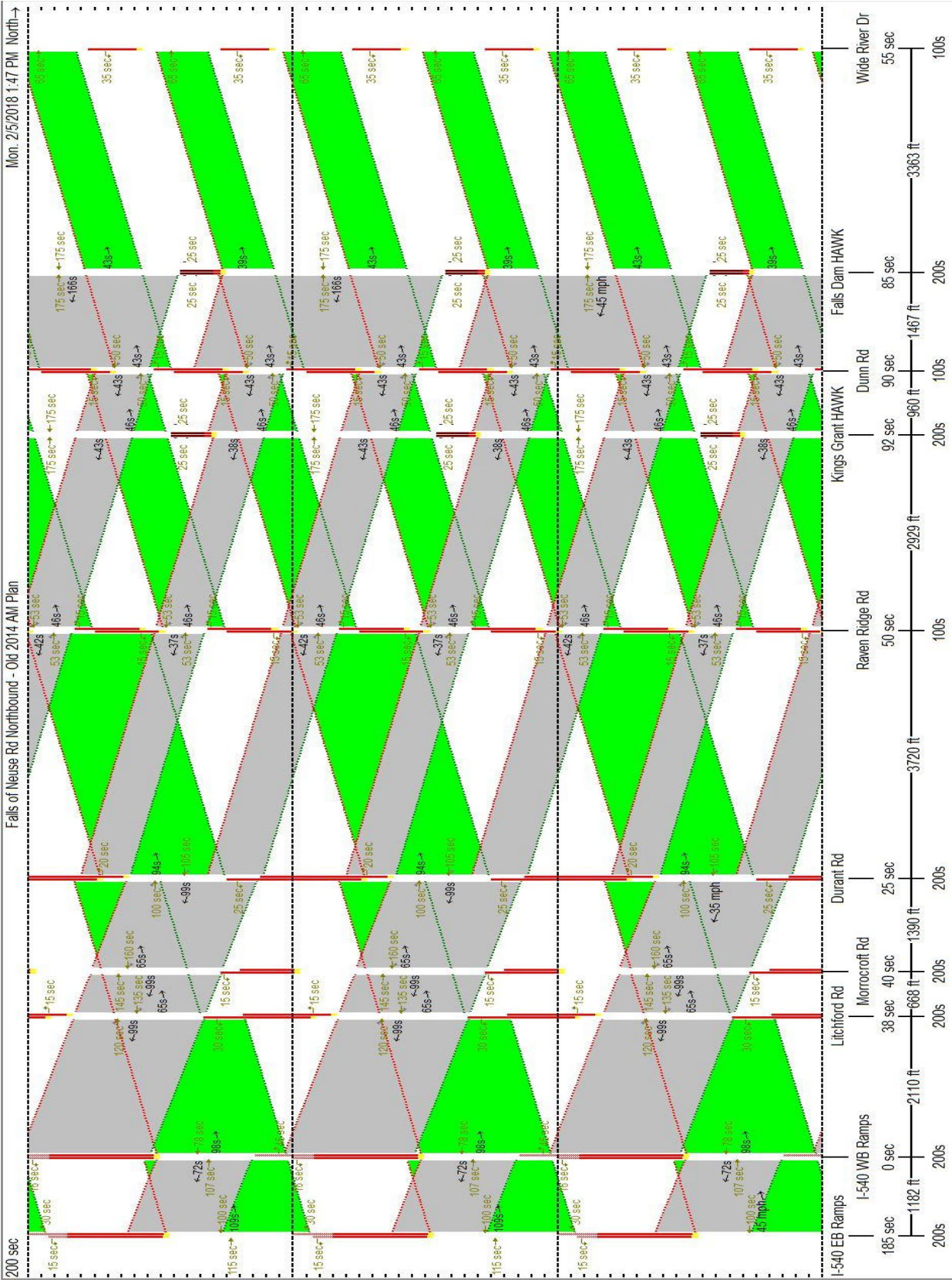
Address	Comments
705 Glen Eden Dr	Thank you for the opportunity to provide input. The current (and recent) configuration has clearly confused drivers and created challenges for runners and cyclists. First of all, I am not at all sure why the bike lane shifts from the right side to the left (coming from Ridge toward Glenwood) near Lubbock. The right side from Ridge makes a lot of sense and to force a "crossing" in the middle of Glen Eden near a crest of a hill (and Glen Eden has speeding issues already) seems dangerous. Secondly, the current lanes have caused drivers to be confused - I have seen dozens (not exaggerating) of cars use the current markings thinking it was a second lane (especially running from Glenwood to the west). They often are driving in the on-street parking area or trying to stay in the bike lane.
801 Glen Eden Dr	<p>I think the new proposal is a great step forward. Bike lanes on both sides (coupled with parking restrictions on the KEEP ON-STREET PARKING. LIVES WILL BE LOST IF YOU TAKE IT AWAY, AND WE HAVE TO PARK ACROSS THE BUSY STREET.</p> <p>I am very worried about the possibility of parking on my side Glen Eden.</p> <p>If parking on the North side of the street is removed, the result is that those residents, workmen, visitors will cross the street to park on the south side.</p> <p>I live on the south side of Glen Eden. The thoughts of people trying to dodge the heavy fast traffic on this street in order to get across is frightening. You put your life on the line doing this.</p> <p>I have had to cross Glen Eden on foot, so I know.</p> <p>BEFORE YOU PUT THIS ON US —you should try crossing this street on foot YOURSELF to see how it is! In word: life-threatening and dangerous because of the speeding drivers.</p>
801 Glen Eden Dr	The current markings, which allow a parking lane on street and bike lanes outside of the parking lane, have worked well. There is no need to make any changes. There are very few bicyclists on this part of Glen Eden
808 Edmund St	Do something with Atlantic Ave I support this project totally
808 Edmund St	Please make Atlantice Avenue bike accessible. Make Navajo bike accessible. I support any of the above bike markings. The beautiful green markings near downtown are perfect. Do not put the on-street parking on the right of the bike lane where the doors open into the bike lane.
817 Glen Eden Dr	Don't inconvenience residents [remove parking] for very few bicyclists
8832 Deerland Grove Dr	Days pass and no bikers are using Glen Eden Drive. A few on the weekends and in the evenings during the warm months. It seems to me to be an inconvenience for the people who live on the section of the street. It seems to be Keep up the good work. I support the improvements and additions to the bikeway system.
905 Glen Eden Dr	The current bicycle lanes on Glen Eden Dr. are pretty new. It has taken about this long for folks to get adjusted to these lanes and now you are proposing to change them.
Forest Pines Elementary School Raleigh Municipal Building	<p>Resurface during summer; carpool lines go long; no major issues with current striping</p> <p>Arnold Palmer Dr: transition bike lanes at median crossings - sharrows and bike lane dashes; use Bicycles May Use Full Lane signs</p> <p>Crabtree Blvd: reduce travel lane widths and add buffers; use green paint</p> <p>Spruce Tree Way: avoid door zone bike lane, udr buffer</p> <p>Glen Eden Dr: make bike lanes continuous</p>

Annual Street Resurfacing with Bicycle Markings

Public Comments by Citizen Address

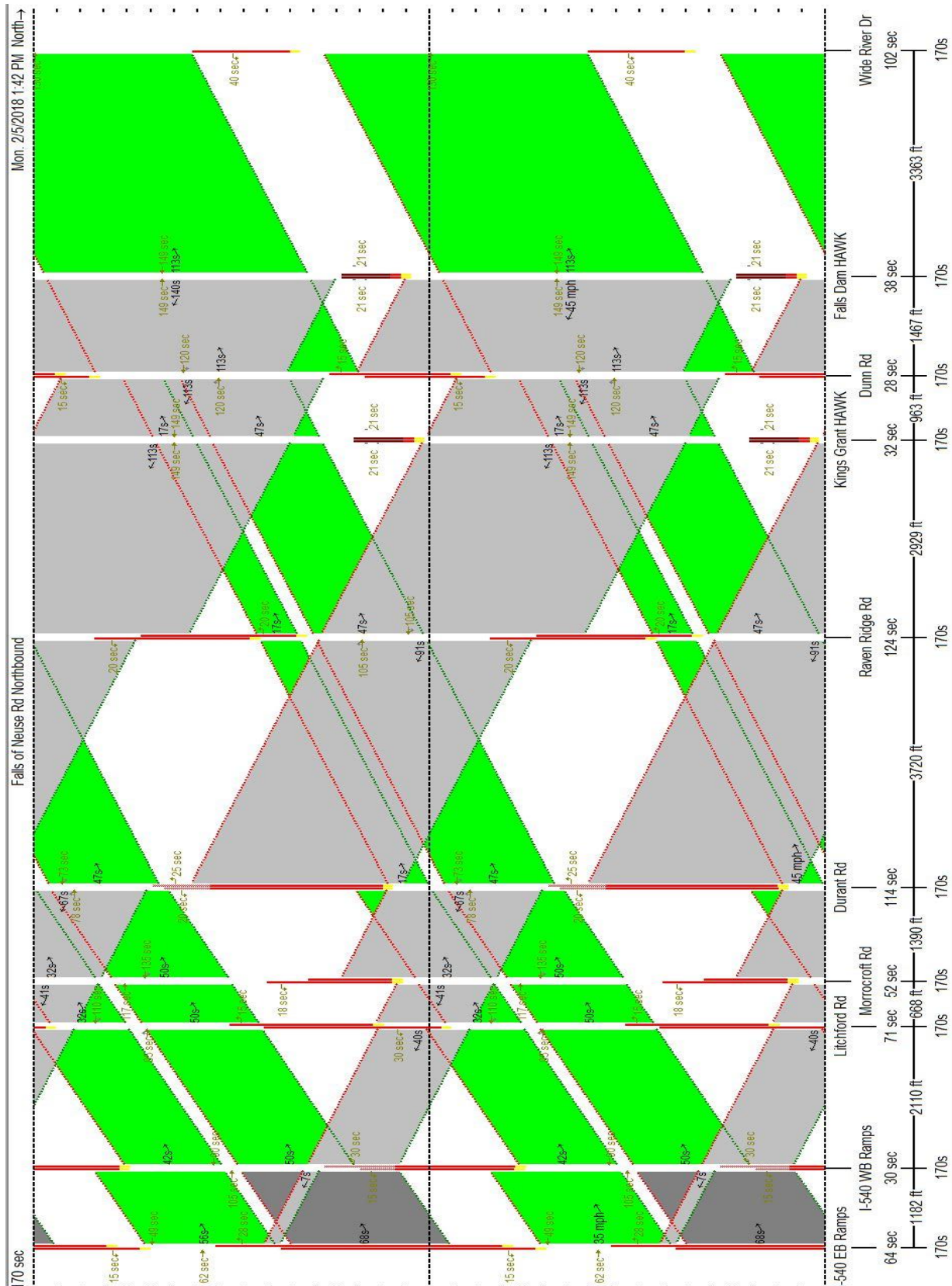
Address	Comments
	<p>The existing street and bicycle street configuration between Glenwood and Glen Eden Dr. is horrible. It seems that the lane design was done without any traffic, bicycle usage study or any consideration to the residents that live on Glen Eden Dr, specially as we approach the corner of Ridge Rd. and Glen Eden. There is no consideration to the traffic volume, speed of vehicles travelling and size of vehicles turning radius at corner conditions. The corner of Glen Eden and Ridge Rd. is so tight and as a resident it is very difficult and dangerous to turn the corner, get in or exit my driveway without crossing to the other lane. A number of accidents have occurred already along the street and corner. A reconfiguration of the lane marking is recommended and badly needed. First, move lane mark so the lane becomes wider at corner and consider a Left-side bike lanes approach. the Left-side bike lane are</p> <p>This stretch of Glascock from Raleigh blvd to Brookside was supposed to be painted with bike lanes when the road was repaved and the road was narrowed but the paint markings never came.</p> <p>I use the CVS at the corner of St Albans and Wake Forest Rd, and adding a bike lane/markings will most probably lead to an increase in accidents. Additionally, during heavy traffic times (ie. school, work, etc) the part of St.Albans that connects Wake Forest to Greenlawn isn't even big enough to accommodate the cars with the road it has available now! Adding a bicycle lane for the 10 bikers that may use it is ridiculous --- figure out what to do with all</p> <p>E Edenton and New Bern are completely striped wrong with no striping for parked cars. But there are signs that say cars may be parked in right lane, which is very dangerous. Especially given that cars goes 55 mph in 30 mph</p> <p>Would love to see bicycle lanes along Wake Forest into downtown :)</p> <p>Morgan Street</p>

FON Rd North Zone - Old 2014 AM Peak Plan Time-Space Diagram



[illegible]

FON Rd North Zone - Current PM Peak Plan Time-Space Diagram



Falls of Neuse Rd (Wakefield) - AM Peak Plan 2018

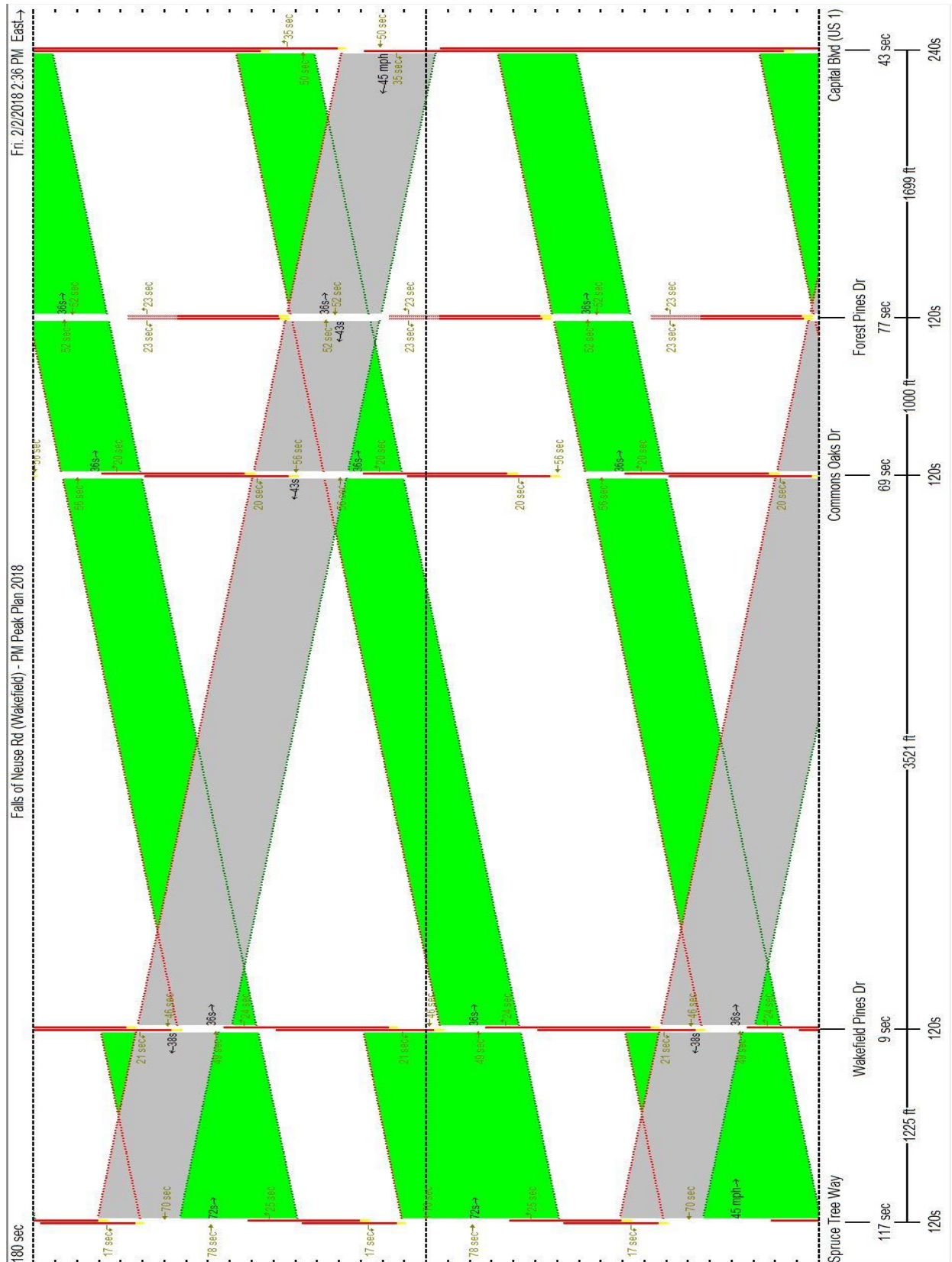
Signal Timing Data:

Phase	Direction	Green (sec)	Yellow (sec)	Red (sec)
1	Left	17	4	60
2	Through-Right	18	4	60
3	Left	17	4	60
4	Through-Right	18	4	60

Intersection Details:

- Spruce Tree Way:** 91 sec, 1225 ft, 120s
- Wakefield Pines Dr:** 102 sec, 120s
- Commons Oaks Dr:** 44 sec, 120s
- Forest Pines Dr:** 52 sec, 120s
- Capital Blvd (US 1):** 18 sec, 240s

FON Rd Wakefield Zone – PM Peak Plan Time-Space Diagram



Permitted Special Events

Mass Moral March on Raleigh/HK on I

Fayetteville Street District

Saturday, February 10

Event Time: 8:00am - 1:30pm

Associated Road Closures: Fayetteville Street between Morgan Street and Davie Street will be closed from 4:00am until 3:00pm, South Street between Salisbury Street and Blount Street will be closed from 8:00am until 12:00pm, and Hargett Street between Salisbury Street and Wilmington Street will be closed from 8:00am until 3:00pm. The following streets will be closed from 9:50am until 12:00pm to facilitate the march:

- Start at South Street between Salisbury Street and Wilmington Street heading east
- Left onto Wilmington Street
- Left onto Davie Street
- Right onto Fayetteville Street to finish in the 100 block

Note that additional closures may be implemented during staging to aid with traffic flow and event safety, and all cross-streets one block in each direction will be detoured during the march.

2018 Run for the Roses

Dorothea Dix Park

Sunday, February 11

Event Time: 2:00pm - 3:30pm

Associated Road Closures: Whiteside Drive between Umstead Drive and Biggs Drive will be closed from 10:00am until 4:30pm. Roads will be closed from 1:50pm until 3:30pm to facilitate the following route:

Start at Whiteside Drive; Right onto Biggs Drive; Right onto Ruggles Drive; Left onto Umstead Drive; Right onto Dawkins Drive; Left onto Umstead Drive; Right onto Ruggles Drive; Left onto Biggs Drive; Right onto Palmer Drive; Left onto Cranmer Drive; Left onto Umstead Drive; Right onto S. Boylan Avenue; Left onto Tate Drive; Right onto Richardson Drive; Left onto Umstead Drive; Right onto Palmer Drive; Right onto Biggs Drive; Right onto Whiteside Drive to finish

Other Events This Weekend

Hurricanes vs. Canucks

Friday, February 9

PNC Arena

Robert Plant & The Sensational Space Shifters

Friday, February 9

Memorial Auditorium

Daphnis and Chloe – North Carolina Symphony Classical Series

Friday, February 9 – Saturday, February 10

Meymandi Concert Hall

Showstopper 2018 Dance Event

Friday, February 9 – Sunday, February 11

Raleigh Convention Center

[HK on J Rally](#)

Saturday, February 10
Lichtin Plaza

[NC State Men's Basketball vs. UNC-Chapel Hill](#)

Saturday, February 10
PNC Arena

[Hurricanes vs. Avalanche](#)

Saturday, February 10
PNC Arena

[Romeo and Juliet – Carolina Ballet](#)

Saturday, February 10 – Sunday, February 11
Fletcher Opera Theater

[NC State Women's Basketball vs. UNC-Chapel Hill](#)

Sunday, February 11
Reynolds Coliseum

[Harlem Globetrotters](#)

Sunday, February 11
PNC Arena

Public Resources

[Event Feedback Form](#): Tell us what you think about Raleigh events! We welcome citizen and participant feedback and encourage you to provide comments or concerns about any events regulated by the Special Events Office that were held in the last month. We will utilize this helpful information in future planning.

[Temporary Road Closures](#): A resource providing current information on street closures in Raleigh.

[Online Events Calendar](#): View all currently scheduled events that are regulated by the City of Raleigh Special Events Office.

Council Member Follow Up

City of Raleigh

INTEROFFICE MEMORANDUM

February 7, 2018

MEMO TO: Ruffin Hall, City Manager
FROM: Mary Vigue, Budget and Management Services Director
SUBJECT: City of Raleigh Health Insurance Costs

In response to a City Council question regarding the City's budget for healthcare for employees and retirees, the following includes a brief overview of the City's insurance program, costs associated with providing the benefit, and monthly employee premiums. During the April 9 budget work session, staff will present more comprehensive information on the health program and projections for the upcoming fiscal year.

Health Coverage Overview

The City of Raleigh offers medical and dental insurance to active employees, and medical and Medicare supplement insurance to retirees. The City's medical insurance program is self-funded for active and retired employees, which means the City directly pays claims. To mitigate major financial risk, stop-loss insurance is purchased by the City to cover catastrophic claims that exceed \$285,000 per individual in a calendar year.

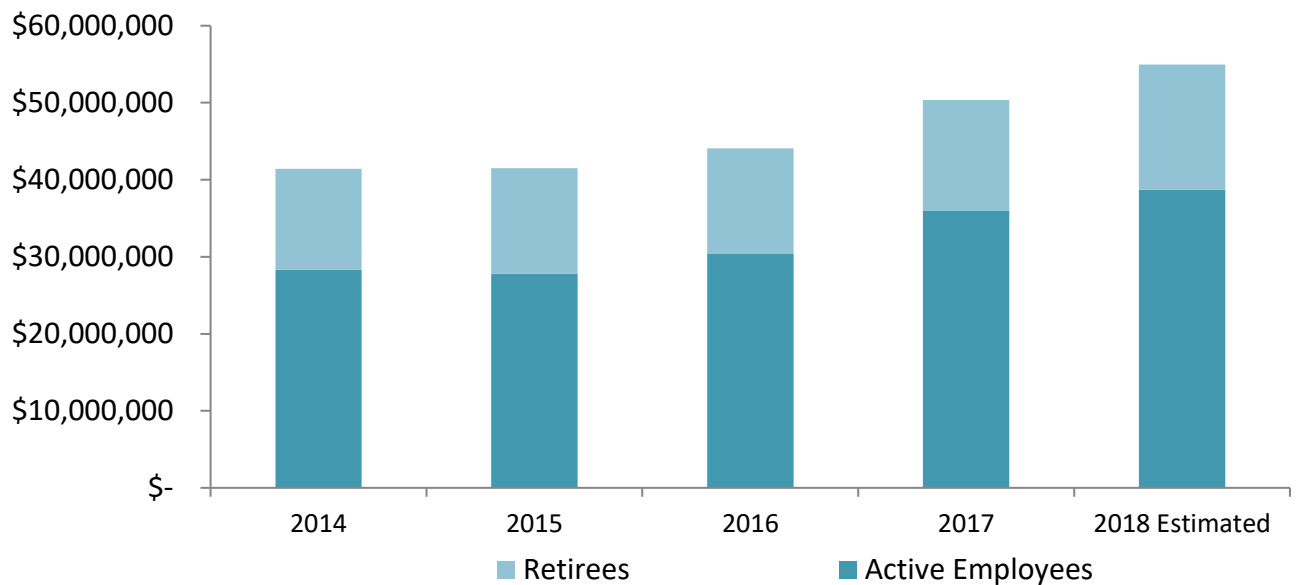
The City uses third-party claims administrators to provide medical management services and pay medical and prescription drug claims.

- Blue Cross Blue Shield of North Carolina is the medical claims administrator
- OptumRx is the prescription drug plan administrator
- Ameritas is the dental plan administrator
- Willis Towers Watson is the City's healthcare consultant, who provides industry expertise in benefit plan development and management

Citywide Health Costs

Health coverage is a valued benefit for employees and is also a significant cost driver for the City. The City, active employees, and retirees contribute to fund the health insurance program. In FY18, health coverage totaled 8% of the General Fund budget and represents 15% of the citywide personnel budget. Health coverage expenses are growing rapidly, and the City has experienced a 33% increase in total costs over the past five years.

City Health Insurance Contribution



Health Insurance Cost Share

In addition to the City's contribution for health insurance, employees and retirees also contribute to the insurance program via their monthly premium based on elected coverage. These contributions are used to fund the claims submitted. Below is a breakdown of the projected city, employee, and retiree contributions for the current fiscal year. Presently, the City covers approximately 84% of the combined total costs for health coverage of employees and retirees, and the cost share for each group is outlined below.

	Active Employees		Retirees		Combined Total	
City Share	\$39.1M	82%	\$17.0 M	90%	\$56.1 M	84%
Employee/Retiree Share	\$8.6M	18%	\$1.8 M	10%	\$10.4 M	16%
Total Costs	\$47.7M		\$18.8 M		\$66.5 M	

Employee Premiums

- The city offers employees and retirees two medical plan options:
 - Plan A – higher monthly premiums and lower out of pocket costs
 - Plan B – reduced monthly premiums and higher out of pocket costs
- Effective January 1, 2018, the new compliant monthly premiums are:

Plan Type	Employee - Plan A	Employee - Plan B	Retiree - Plan A	Retiree - Plan B
Employee Only	\$45	\$0	\$49	\$0
Employee + Spouse	\$389	\$269	\$405	\$269
Employee + Child	\$186	\$117	\$206	\$123
Employee + Children	\$249	\$156	\$274	\$164
Family	\$587	\$413	\$615	\$413
Split Family*	\$207	\$149	N/A	N/A

*Split Family coverage applies to families where both spouses are City employees.

- To be eligible for the compliant premium rates, employees and covered spouses must:
 - Complete the Annual Wellness Assessment requirements, and
 - Submit the Non-Tobacco Use Attestation or agree to participate in the tobacco cessation program.
- A spousal surcharge of \$50 per month applies for covered spouses who have access to other health insurance coverage, but choose to take the City's health insurance as primary coverage.
- Of the total plan participants, 77% of active employees and 63% of retirees elect Plan B coverage, for which the City fully covers the cost of the employee.

The City offers two dental plans, a core plan and an enhanced plan that covers \$1,500 in orthodontia benefit. There were no changes to the City's dental coverage or employee premiums effective January 1, 2018. The monthly premiums are:

Plan Type	Core	Enhanced
Employee Only	\$0	\$9.58
Employee + Spouse	\$12.24	\$32.08
Employee + Child	\$6.68	\$24.06
Employee + Children	\$8.90	\$26.99
Family	\$25.42	\$58.92
Split Family	\$14.78	\$49.25

From: McGrath, John
Sent: Wednesday, January 03, 2018 11:02 AM
To: Hall, Ruffin <Ruffin.Hall@raleighnc.gov>
Cc: Smith, Darnell <Darnell.Smith@raleighnc.gov>; Adams-David, Marchell <Marchell.David@raleighnc.gov>
Subject: WI-FI IN FIRE STATIONS

Ruffin,

The Raleigh Fire Department does not provide Wi-Fi services in our stations for neither firefighters or citizens for the below reasons:

- 1) Fire stations are emergency response facilities, housing equipment that could potentially be dangerous to the untrained hand. Therefore, no unescorted non-firefighter is permitted in a fire station other than the watch desk area which is at the entrance to the station and is manned by a Raleigh firefighter.
- 2) Due to the above, no Raleigh Fire station is used as a community meeting place, therefore there is no need for Wi-Fi for citizens.
- 3) Every Raleigh fire station has a minimum of three (3) computers for use by its members for official duties, training and at-distance educational needs (Some larger stations have up to five (5) computers). This system enables the Department an ability to control what can be accessed, thereby preventing access to inappropriate material.
- 4) The Raleigh Fire Department does not forbid the use of a "hot-spot" if a member wishes to utilize his/her own device. The rules of accessing inappropriate material still apply, and any member doing so will be dealt with accordingly, but the COR will not have provided the means to a potentially embarrassing situation.

John T. McGrath
Fire Chief
Raleigh Fire Department





City Of Raleigh North Carolina

DATE: February 8, 2018

TO: Ruffin Hall, City Manager

FROM: Diane B. Sauer, Director Parks, Recreation and Cultural Resources Dept.
Darnell Smith, Chief Information Officer

SUBJECT: Public Wi-Fi at park facilities

The Parks, Recreation and Cultural Resources Department currently has 34 locations providing public access to Wi-Fi internet. 25 locations do not have access with 3 locations (Lake Lynn Community Center, Optimist Community Center, and Sanderford Road Neighborhood Center) currently in progress with AT&T and 4 locations (Pullen Arts, Biltmore Hills Community Center, Brentwood and Kiwanis Neighborhood Centers) will have access installed as part of an upcoming renovation project.

The remaining 18 locations have been prioritized based on facility access and hours. It is the goal to have all Priority 1 locations (including Biltmore Hills, given this is a staffed facility and the renovation effort may not commence for 6-12 months) completed by June 30, 2018. Specific timetables for each location are dependent upon the completion of a needs assessment for each facility to determine the scope of work needed to introduce the service (e.g. cabling, hardware upgrades, provision of fiber, etc.). Timelines for final implementation can be significantly affected by the extent of work needed to bring service to the facility and the availability of the service provider to initiate service.

Over the course of the next two weeks PRCR and Information Technology will coordinate site visits for each of the Priority 1 sites + Biltmore Hills. The department plans on Priority 2 and 3 locations to be considered in future budget cycles.

<u>Priority 1</u> Staffed facilities, longer hours of operation	<u>Priority 2</u> Pools	<u>Priority 3</u> Unstaffed facilities, no set hours of operation.
Brier Creek Community Center	Millbrook Exchange Pool	Anderson Point Cottage
Lake Johnson Waterfront Center	Optimist Pool	Borden Building
Lake Wheeler Waterfront Center	Pullen Aquatics Center	Durant Training Lodge
Laurel Hills Community Center		Eastgate Neighborhood Center
Method Community Center and Pioneer Bldg.		Glen Eden Neighborhood Center
Mordecai Historic House		Magnolia Cottage
Peach Road Community Center		Pope House
		Powell Drive Neighborhood Center